

? ds

Set	Items	Description
S1	454	TERMINAL (15N) (VARIES OR VARY OR CHANGES OR MODIFIES) (15-N) (CHARGES OR TARIFF OR RATE)
S2	636	TERMINAL (15N) (VARIE? OR VARY OR CHANGES OR MODIFIES) (15-N) (CHARGES OR TARIFF OR RATE)
S3	1133	TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE?) - (15N) (CHARGES OR TARIFF OR RATE)
S4	1165	TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE? OR MODIFY???) (15N) (CHARGES OR TARIFF OR RATE)
S5	930	RD (unique items)
S6	1	S4 AND (NETWORK (5N) CONGEST???)

?

? t s6/3,k/all

6/3,K/1 (Item 1 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
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00980346 96-29739

ATM connection and traffic management schemes for multimedia internetworking

Iwata, A; Mori, N; Ikeda, C; Suzuki, H; Ott, M

Communications of the ACM v38n2 PP: 72-89 Feb 1995

ISSN: 0001-0782 JRNL CODE: ACM

WORD COUNT: 10635

...TEXT: schemes, which enable each user to dynamically adjust the cell transmission rate according to the network congestion status. These schemes should be developed so as to eliminate the difficulty of having individual...the bandwidth for each burst by adaptively adjusting the peak bandwidth to the degree of network congestion.

Multimedia on Demand over ATM

The prototype system was developed to realize the integration of...loaded, the bursts can be transmitted with low latency, as in conventional LANs. Once the network becomes congested, however, cells may be lost by the buffer overflow from the ATM switch. In order...The FECN threshold chosen should be smaller than the backpressure thresholds, so that ECN-based rate control can be activated when the queue length reaches the backpressure threshold. This makes the backpressure-controlled periods short and should reduce HOL blocking among the nodes. At each terminal, the peak rate is changed according to the RM cell information. The rate change policy is multiplicative decrease and additive increase, since this combination gives the best performance with...?

? ds

Set	Items	Description
S1	454	TERMINAL (15N) (VARIES OR VARY OR CHANGES OR MODIFIES) (15-N) (CHARGES OR TARIFF OR RATE)
S2	636	TERMINAL (15N) (VARIE? OR VARY OR CHANGES OR MODIFIES) (15-N) (CHARGES OR TARIFF OR RATE)
S3	1133	TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE?) - (15N) (CHARGES OR TARIFF OR RATE)
S4	1165	TERMINAL (15N) (VARIE? OR VARY??? OR CHANGE? OR MODIFIE? OR MODIFY???) (15N) (CHARGES OR TARIFF OR RATE)
S5	930	RD (unique items)
S6	1	S4 AND (NETWORK (5N) CONGEST???)
S7	0	S5 AND (CALCULAT??? (5N) CHARG??? 10(N) (CHARGE OR TARIFF OR RATE))
S8	26	S5 AND CONGESTION

?

? t s8/3,k/all

8/3,K/1 (Item 1 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
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00980346 96-29739

ATM connection and traffic management schemes for multimedia internetworking

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Communications of the ACM v38n2 PP: 72-89 Feb 1995

ISSN: 0001-0782 JRNL CODE: ACM

WORD COUNT: 10635

...TEXT: ATM traffic management control is responsible for this function. Traffic service classification, bandwidth reservation, and congestion control strategies for each class are the main problems that need to be solved in...

...which enable each user to dynamically adjust the cell transmission rate according to the network congestion status. These schemes should be developed so as to eliminate the difficulty of having individual...stream class.

Regarding the traffic control policies for LAN and Internet environments, using only preventive congestion controls, such as call admission control (CAC) and usage parameter control (UPC), would not result... as average rate and burst duration. Therefore, to simplify traffic management, the authors propose reactive congestion control based on the three different classes named previously.

The guaranteed stream class handles stream...

...class traffic are statistically multiplexed at the cell level and the burst level, respectively, reactive congestion control is required for both classes. The best effort class handles conventional computer communication services...

...3]. Rate control with feedback control information, one of the most promising means of adaptive congestion control, is now being studied

intensively in the ATM Forum. Backpressure control is combined with...

...bandwidth for each burst by adaptively adjusting the peak bandwidth to the degree of network congestion.

Multimedia on Demand over ATM

The prototype system was developed to realize the integration of...overview for individual traffic control schemes for these classes. Then we discuss the proposed reactive congestion control scheme in detail and compare it with the current ATM Forum congestion control discussion.

Service Classes

An ATM LAN is expected to offer not only existing LAN...

...However, since even such a buffer cannot avoid cell losses completely, in overload situations, reactive congestion control (described later) is required.

Guaranteed Burst Class. This class is for high-speed file...

...is large and throughput/delay degradation occurs, as in the best effort class. Therefore, reactive congestion control is required.

Guaranteed Stream Class. This class is for stream-type data traffic, such ...

...Based on such reasoning, we propose two different classes for ABR class data transmission.

Reactive Congestion Control

Best effort class traffic and guaranteed burst class traffic are statistically multiplexed in a cell level and a burst level, respectively. Therefore, if no congestion controls are applied to these classes, cell losses or burst reservation blockings become higher during...

...packet retransmissions from source terminals. When such traffic increases, especially in multi-hop networks, nonpreferable congestion and serious throughput degradation appear, to the point where no burst can get through the...

...terminals send data at a high peak rate.

Regarding control policies for ATM LANs, preventive congestion controls, such as CAC and UPC, which have been investigated for public ATM networks, are...

...parameters declared by the users such as average rate and burst duration. As in conventional congestion control schemes in LANs, such as TCP's window control and source quench control, traffic...
...be accomplished by individual terminals reactively rather than preventively. In this section, we propose reactive congestion controls for both classes.

In the ATM Forum, two kinds of congestion control schemes for ABR services have been proposed: closed-loop rate-based control [2] and...

enhanced proportional rate control algorithm" (EPRCA). In EPRCA, not only the binary information concerning the congestion status but also the rate information, which indicates the maximum rate the source can transmit ...

...because rate-based control works effectively. In order to solve such problems, we propose a congestion control scheme for each traffic class, as described in the following section.

Congestion Controls for the Best Effort Class. For the best effort class, simple rate-based control...

...Figure 9 shows an example of flow control for this combination method. [Figure 9 omitted] Congestion is detected by monitoring the queue size at an individual switch. Two kinds of thresholds...
...if the queue length is above the FECN threshold, the switch sets the explicit forward congestion indication (EFCI) state in the payload type field for the cell header to "congestion experienced" and forwards the cell to the destination. At the destination terminal, when the cell set to "congestion experienced" arrives, the congestion information is sent back to the source terminal. A resource management (RM) cell (with PT...

...The FECN threshold chosen should be smaller than the backpressure thresholds, so that ECN-based rate control can be activated when the queue length reaches the backpressure threshold. This makes the backpressure-controlled periods short and should reduce HOL blocking among the nodes. At each terminal, the peak rate is changed according to the RM cell information. The rate change policy is multiplicative decrease and additive increase, since this combination gives the best performance with...

...the best throughput. The details of the simulation model and results were presented in [9].

Congestion Control for the Guaranteed Burst Class. For the guaranteed burst class, FRP is carried out...corresponding to the network status. ACK/NACK cells are used to detect the degree of congestion. In the proposed adaptive rate control scheme, the source reduces and increases the peak rate...

...employs a high-speed (2.4 Gbps) ATM switch with appropriate addressing/routing/signaling and congestion control, and application software to enable fast and reliable workstation access to video/image information...

...with a JPEG compression board and an ATM interface;

3. ATM addressing/routing/signaling and congestion control;

4. application software for distributed multimedia documents and video on demand; and

5. multimedia...

...format, etc. It has a control port with a Sparc processor for implementing signaling/routing/congestion control functions.

Workstations Platform

Standard Sun Sparc-10 workstations are used as platforms for this OS and X-windows software environment.

ATM Addressing/Routing/Signaling and Congestion Control

This prototype system supports IP protocol over ATM as one of the network layer...

...path by both next hop transit gateway ATM address and destination IP address.

Regarding ATM congestion control, as described in the section on the traffic management scheme, the prototype system has...

...to-send" allocation message (switch controller to terminal), has been defined. On the other hand, congestion control for best effort service is under development.

The control function implemented in the prototype...three different classes: best effort class, guaranteed burst class, and guaranteed stream class. Since preventive congestion control, like CAC and UPC, is difficult to use in predicting QOS for most LAN services, an adaptive/reactive congestion control is employed for them. The rate-based control + backpressure mechanism is used for the...

...to a distributed multimedia computing environment. In the future, an effective multicast routing/signaling and congestion control protocol will be considered in detail. As for integration of a multimedia application with...

...5. Chiu, D.M., and Jain, R. Analysis of the increase and decrease algorithms for congestion avoidance in computer networks. Comput. Networks and ISDN Sys. 17, 1 (June 1989),

6. Cole...

...draft, draft-ietf-rolc-nhrp-02.txt, Aug. 1994.

9. Ikeda, C., et al. Adaptive congestion control schemes for ATMLANs. In Proceedings of IEEE Infocom'94 2, 6d. 4 (June 1994...

8/3,K/2 (Item 2 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
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00845859 94-95251
Developments in ATM for the access network
Cantou, Christian
Telecommunications (International Edition) v28n3 PP: 91-96 Mar 1994
JRNL CODE: TIE
WORD COUNT: 2093

...TEXT: These pilot projects will enable a number of uncertain issues such as traffic control and congestion to be tested. The pilot test will

also enable operators to more accurately assess user...

...specification is stabilized. Within the Brehat Project the multiservice equipment is being deployed in a variety of applications; in the customer access domain as a multiservice concentrator with switching functions; and in the operator access domain as a multi-bit rate ATM concentrator linked with terminal adaptation and switching functions.

TRT is also working on the development of an ATM adaptation...

8/3,K/3 (Item 3 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
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00839100 94-88492
The war of the ports
Miles, Gregory L
International Business v7n3 PP: 70-74+ Mar 1994
ISSN: 1054-1748 JRNL CODE: NAI
WORD COUNT: 3646

...TEXT: line. Port costs are included in the ocean rates charged to multinationals. While these expenses vary sharply among ports, they typically average between \$300 and \$500 per container and include tugboat and pilot fees, berthing and port container levies, terminal charges and per-container charges for union pension funds.

SAVING TIME

Port selection also determines transit time. A wrong choice...rush shipments to customers nationwide, but now Portland is picked for deliveries to the warehouse.

CONGESTION IN LALA LAND

In Southern California as well, the influx of Asian cargo has had...

...Angeles and Long Beach--the nation's No. 1 port area--are experiencing the same congestion and delays that have hurt New York. So customers are reducing their dependency on the...the mid-1980s. The problems are multiple, including high labor costs, expensive carrier service, truck congestion and erratic links with trains headed inland. As a result, companies have been forced to...

...by the association concludes that two-thirds of container ports in the nation face growing congestion on access routes.

Worse, half of the ports suffer poor rail service. These access problems...

...is crucial to "make our ports more efficient."

Competition will force all ports to solve congestion problems sooner rather than later. International trade is only going to keep expanding, and the...

8/3,K/4 (Item 4 from file: 15)

DIALOG(R)File 15:ABI/Inform(R)
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00726700 93-75921

Aviation Infrastructure: A Time for Perestroika?

Golaszewski, Richard

Logistics & Transportation Review v28n1 PP: 75-101 Mar 1992

ISSN: 0047-4991 JRNL CODE: LTR

WORD COUNT: 7416

...TEXT: recovery of FAA budget costs also does not include any noise costs or delay or congestion costs imposed on other users and the and cargo carried onboard. Thus, users are not...

...facilities become saturated, not only does the cost of production rise for ATC services, but congestion and delay costs are imposed on other users of the system. At present, none of...

...depend on the type of facility landed at, the time of day to account for congestion, and other factors related to the cost of the service being consumed. A problem would be to identify whether congestion is due to terminal airspace scarcity or airport runway capacity scarcity. As long as only...

...and reimbursement for the provision of en route navigation services.) Most European countries also employ terminal air navigation charges and airport landing fees as well as en route navigation charges. Charging formulas promulgated by the Eurocontrol partially recognize that the costs of providing en route air traffic services do not vary depending on the number of people onboard. Their formula charges for time in the system...fees are inefficient because they do not take into account the costs of noise or congestion. They also may be inefficient because prices for landings may be below cost especially at...

...aircraft from the airport. If Massport had charged peak-hour fees only during periods of congestion, it may have been successful in moving to a more market based pricing system.

Non...

...of the aircraft. To the extent costs are reflective of resource costs including noise and congestion and prices are set accordingly, a weight based landing fee may be appropriate at an...raise also need to be modified. Some appropriate categories of costs such as noise and congestion represent non-monetary costs and may not be included in the cost base under certain...
...the largest difficulty will be to develop appropriate prices for externalities such as noise and congestion.

IV. AVIATION PUBLIC ENTERPRISES

REGULATORY STRUCTURES

Undoubtedly, some form of economic regulation will be required...of resources consumed. Further improvements such as including the full social cost of noise and congestion may improve resource allocation even more. The recent Federal Budget mandates a national noise policy...

...Policy," Yale Journal on Regulation. 4(2); 393-494.

----. (1969). "Landing Fees and the Airport Congestion Problem,"
Journal of Law and Economics. 12:79-108.

Morrison, Steven A. (1983). "Estimation of...

8/3,K/5 (Item 5 from file: 15)
DIALOG(R)File 15:ABI/Inform(R)
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00642892 92-57832
Getting It There: Sea Saw
Bowman, Robert J.
World Trade v5n8 PP: 84, 86 Oct 1992
JRNL CODE: WLD
WORD COUNT: 1510

ABSTRACT: The Transpacific Westbound Rate Agreement (TWRA), a rate
-setting group of carriers from North America to Asia, keeps a
variety of charges and surcharges on tap covering
documentation, equipment, value-added tax, fluctuating fuel prices and
currency rates, terminal handling at both ends, and container
freight-station deliveries. Not all charges are applicable in every
trade. They come and go with regularity, depending on the situation...
...TEXT: s considerably more to Central and South America."

The Transpacific Westbound Rate Agreement (TWRA), a rate-setting
group of carriers from North America to Asia, keeps a variety of
charges and surcharges on tap covering documentation, equipment,
value-added tax, fluctuating fuel prices and currency rates, terminal
handling at both ends, and container freight-station deliveries. In
addition, shippers in just about any trade can expect to pay stiff
congestion charges to locations suffering from dock strikes or
lacking state-of-the-art cargo facilities. Or...

...intermodal carriers. In the first category are fuel costs, exchange-rate
shifts, missed schedules, port congestion, and strikes. In the second
are charges for terminal handling and receiving, documentation, storage,
container...

8/3,K/6 (Item 1 from file: 275)
DIALOG(R)File 275:Gale Group Computer DB(TM)
(c) 2008 The Gale Group. All rts. reserv.

01290990 SUPPLIER NUMBER: 07113246 (USE FORMAT 7 OR 9 FOR FULL TEXT)
An integrated voice and data network based on virtual circuits. (technical)
Coackley, Robert; Steadman, Howard L.
Hewlett-Packard Journal, v40, n1, p42(8)
Feb, 1989
DOCUMENT TYPE: technical ISSN: 0018-1153 LANGUAGE: ENGLISH
RECORD TYPE: FULLTEXT; ABSTRACT
WORD COUNT: 6173 LINE COUNT: 00490

... interesting to note that advanced voice transmission techniques

such as TASI (pause compression) and variable-rate encoding, can be implemented solely by changes to the terminal equipment and place no special demands upon the network.

The network provides, then, direct virtual...also contain three flow control bits (fc), which will be referred to later.

Flow and Congestion Control

Flow control is a mechanism whereby a slow receiver can hold off a fast sender. Congestion control deals with the problem of more traffic at some point in the subnet than...

...equal treatment should be given to all members of a given service class.

The flow/congestion control protocol chosen is based on the concept of backpressure. The basic principle is that...

...a congested area are affected. Control then propagates to all the sources contributing to the congestion and reduces (or stops) their inputs, leaving other traffic sources undisturbed. The network applies selective...

...routing objectives are:

- * Provide near optimal routes for virtual circuits
- * Distribute the traffic load
- * Control congestion
- * Maximize the number of potential virtual circuits.

The routing strategy has three basic components:

- * A...

8/3,K/7 (Item 1 from file: 621)
DIALOG(R)File 621:Gale Group New Prod.Annou.(R)
(c) 2008 The Gale Group. All rts. reserv.

03312067 Supplier Number: 94388366 (USE FORMAT 007 FOR FULLTEXT)
Port Of NY/NJ Truckers Petition Federal Maritime Commission To Investigate
Truck Detention Practices of Marine Terminals.
Business Wire, p2804
Nov 18, 2002
Language: English Record Type: Fulltext
Document Type: Newswire; Trade
Word Count: 1095

... NY.

Among several violations at issue, the following constitute those that are most significant:

-- Port congestion

at the Port and the terminal's "manipulation" of entry to the terminal gate or...

...
time combined with the waiting time inside the terminal in calculating Truck Detention Penalties.

-- Port congestion

caused by the NYTC terminals results in excessive waiting time for truckers within the marine...

...

to the terminal's failure to provide a road-ready chassis or container inside the terminal.

-- Following a dispute and arbitration concerning the payment of Truck Detention Penalties between some NYTC members and trucker members of the Bi-State, the NYTC members collectively retaliated by modifying the Tariff

to effectively remove the provision subject of the dispute, thereby preventing reasonable Truck Detention Penalties...

...adversely affected by these practices and regulations by all the ill social effects of port congestion," it adds.

Port congestion remains an unresolved problem that affects truckers, importers and exporters, and the efficiency of the...

...efforts to attempt self-regulation by the NYTC members to resolve these problems, the port congestion issues remain at the Port. Notwithstanding, that truckers spend many hours waiting to accomplish the ...

...of the NYTC are clearly not intended to fairly compensate truckers or to mitigate port congestion. Truck Detention Penalty Tariff provisions as they are currently implemented, do ...Detention constitute patently unjust and unreasonable practices and regulations," says the petition.

"Due to port congestion, individual drivers generally are not able to complete more than one transaction daily at the...

8/3,K/8 (Item 1 from file: 16)
DIALOG(R)File 16:Gale Group PROMT(R)
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03754748 Supplier Number: 45331539 (USE FORMAT 7 FOR FULLTEXT)
SARs set to cut and paste ATM data
Electronic Engineering Times, p58
Feb 13, 1995
Language: English Record Type: Fulltext
Document Type: Magazine/Journal; Trade
Word Count: 2164

... resource-management (RM) cells, which contain the connection number, the rate currently being transmitted and congestion information. The RM cells are sent in-band and in-line with traffic on a particular virtual circuit. If any switch along the connection's path experiences congestion, the cell is marked accordingly on its way through the switch.

The terminal at the...

...then responsible for returning that cell to the sending end with some indication of whether congestion has been experienced and whether more bandwidth can be terminated than is currently being sent. The sender looks at the contents of the returned RM cell and, if congestion has been experienced, it decreases the rate. If congestion has not been experienced, the terminal is allowed to increase its rate of transmission to...

...the transmission rate incrementally. That permission is given in the RM cells, which indicate that congestion is low and, accordingly, allow the terminal to take a step-function increase in data...

...requirements on AAL silicon. First, each connection must be able to have its own individual rate. Second, each must be able to change its rate of transmission every cell time. That means the terminal must take action on information received about network capacity and must adjust each connection's transmit rate before the next scheduled cell time. Both the receive cell detection and

8/3,K/9 (Item 1 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
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0021359812 SUPPLIER NUMBER: 153382051 (USE FORMAT 7 OR 9 FOR FULL TEXT)
Aviation: Airports Plan \$41B of Improvements, Up From Two Years Ago.
Sanchez, Humberto
Bond Buyer, 358, 32496, 5
Oct 27, 2006
ISSN: 0732-0469 LANGUAGE: English RECORD TYPE: Fulltext
WORD COUNT: 825 LINE COUNT: 00070

... also comes as airport operators have been planning projects that are designed to help reduce congestion and delay, as well as accommodate an ever-increasing number of travelers using the nation...

...that airports collect to improve their facilities.

"Funds for airport development are derived from a variety of sources including federal/state/local grants, bond proceeds, passenger facility charges, airport generated funds (landing and terminal fees, parking and concessions revenues), and tenant and third-party financing," the report said. "The combination of funding sources and their adequacy varies with type of airport and level of activity. The NPIAS includes only planned development that...

8/3,K/10 (Item 2 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2008 The Gale Group. All rts. reserv.

09644260 SUPPLIER NUMBER: 16821915 (USE FORMAT 7 OR 9 FOR FULL TEXT)
SARs set to cut and paste ATM data. (segmentation and reassembly processor hardware)(Technology Trends: Communications Design)(includes related articles on the the new ATM specifications' impact on market segments and the three layers of ATM)(Tutorial)
Andrews, Warner
Electronic Engineering Times, n835, p58(3)
Feb 13, 1995
DOCUMENT TYPE: Tutorial ISSN: 0192-1541 LANGUAGE: English
RECORD TYPE: Fulltext; Abstract
WORD COUNT: 3259 LINE COUNT: 00262

... resource-management (RM) cells, which contain the connection number, the rate currently being transmitted and congestion

information. The RM cells are sent in-band and in-line with traffic on a particular virtual circuit. If any switch along the connection's path experiences congestion, the cell is marked accordingly on its way through the switch.

The terminal at the...

...then responsible for returning that cell to the sending end with some indication of whether congestion has been experienced and whether more bandwidth can be terminated than is currently being sent. The sender looks at the contents of the returned RM cell and, if congestion has been experienced, it decreases the rate. If congestion has not been experienced, the terminal is allowed to increase its rate of transmission to...

...the transmission rate incrementally. That permission is given in the RM cells, which indicate that congestion is low and, accordingly, allow the terminal to take a step-function increase in data...

...requirements on AAL silicon. First, each connection must be able to have its own individual rate. Second, each must be able to change its rate of transmission every cell time. That means the terminal must take action on information received about network capacity and must adjust each connection's transmit rate before the next scheduled cell time. Both the receive cell detection and the transmit action...

8/3,K/11 (Item 3 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2008 The Gale Group. All rts. reserv.

07419831 SUPPLIER NUMBER: 16127759
Drayage firms add surcharges as intermodal terms tighten. (local truckers)
Watson, Rip
Journal of Commerce and Commercial, v401, n28310, p2B(1)
Sept 14, 1994
ISSN: 0361-5561 LANGUAGE: ENGLISH RECORD TYPE: ABSTRACT

...ABSTRACT: turn around their equipment faster. In effect, some intermodal rates increased when storage or use charges were changed. Some rail carriers believed that the use of equipment would increase and terminal congestion would decrease if truckers were forced to move boxes faster. Railroads had increased intermodal rates ...

8/3,K/12 (Item 4 from file: 148)
DIALOG(R)File 148:Gale Group Trade & Industry DB
(c)2008 The Gale Group. All rts. reserv.

04599018 SUPPLIER NUMBER: 08975317 (USE FORMAT 7 OR 9 FOR FULL TEXT)
A conversation with Daniel C. Orcutt, executive director of Indianapolis International Airport.
Dobie, Maureen
Indianapolis Business Journal, v10, n48, p28(2)
March 5, 1990
ISSN: 0274-4929 LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT

WORD COUNT: 2768 LINE COUNT: 00204

... use to build improvements.

Primary reasons for that [surplus] include increased space rental. In the terminal building we had some vacant space. We rented a large portion to Southwest Airlines when they came in last year. So that helped. And increased parking revenues. We had a rate change, and that increased our income. We also had lower operating costs than were projected.

So...think another airport near Chicago is viable. There's already too much ground and airspace congestion.

What are some important facts about this airport that most people don't understand?

Its...

8/3,K/13 (Item 1 from file: 610)
DIALOG(R)File 610:Business Wire
(c) 2008 Business Wire. All rts. reserv.

00644226 20020108008B7376 (USE FORMAT 7 FOR FULLTEXT)
Los Angeles, Ontario and Van Nuys Airports to Raise Parking Rates
Business Wire
Tuesday, January 8, 2002 15:35 EST
JOURNAL CODE: BW LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT
DOCUMENT TYPE: NEWSWIRE
WORD COUNT: 825

TEXT:

...including: higher security
and operational costs for the parking lots, the need to reduce traffic
congestion near the terminals, the need to encourage travelers to use
alternative transportation, and the need...

...International Airport

DiGirolamo said the objectives of restructuring ONT parking rates are to
eliminate traffic congestion in front of the terminals and to
encourage
overnight customers to use the economy parking...

...of convenient
hourly parking in front of the terminals at a reasonable charge.

Ontario's rate changes affect Parking Lots 2, 3, and 4; the
hourly fees in the
Central Terminal Area lots; and Economy Parking Lots A, D, and F.
Rates at
Lots 2 and 4 will rise from \$10 to \$12 per day, with a rate of \$1 per
30
minutes until the \$12 daily maximum is reached. Rates at Lot...

8/3,K/14 (Item 1 from file: 624)
DIALOG(R)File 624:McGraw-Hill Publications
(c) 2008 McGraw-Hill Co. Inc. All rts. reserv.

0001910474 IB847A030B52911DB9955F0A44EB9ED78

FERC gives nod to Cameron LNG expansion despite concerns about Louisiana ship channel

Inside FERC, p9

Monday, January 22, 2007

JOURNAL CODE: FERC LANGUAGE: ENGLISH RECORD TYPE: FULLTEXT

DOCUMENT TYPE: Newsletter SECTION HEADING: LIQUEFIED NATURAL GAS

ISSN: 0163-948X

WORD COUNT: 508

TEXT:

...of a fourth full-containment storage tank.

Sempra also plans to increase the LNG unloading rate at its terminal off the Calcasieu Channel and modify gas processing units to permit the dilution of gas if necessary to meet gas quality...

...of the terminal berth and potential problems with ship traffic, which it asserts would increase congestion by adding as many as 136 LNG vessels a year to the Calcasieu Channel traffic...

8/3,K/15 (Item 1 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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59094091 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Airport industry officials recommend raising federal passenger facility charges

Mike Rice

MCCLATCHY-TRIBUNE REGIONAL NEWS - THE KANSAS CITY STAR - MISSOURI

October 03, 2007

JOURNAL CODE: KKCS LANGUAGE: English RECORD TYPE: FULLTEXT

WORD COUNT: 298

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... airports have had the option of imposing since 1990, pays for capital improvements such as terminal and runway projects, roadways and transit projects at airports and noise mitigation measures.

At Kansas City International Airport, which charges the maximum \$4.50, the passenger facility charge has paid off bonds that were issued for capital projects such as the terminal renovations.

The change to the passenger service charge ceiling is part of a Federal Aviation Administration reauthorization bill...

...that the ceiling be raised to \$6.

"If Congress does not address this issue, the congestion problems that airports are having right now will keep going on," said Rick Piccolo, chief...

8/3,K/16 (Item 2 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
(c) 2008 Dialog. All rts. reserv.

57073584 (USE FORMAT 7 OR 9 FOR FULLTEXT)

LOGISTICS: Steering port tariffs into fair waters
BUSINESS LINE
July 02, 2007
JOURNAL CODE: FBLN LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 693

from BUSINESS LINE, July 02, 2007 Even as there is congestion at both the container terminals at the Jawaharlal Nehru Port on the West Coast, charges for handling a standard-size container (of twenty feet unit or TEU) could vary by as much as 35 per cent depending on the terminal it is handled at. If you routed the cargo through the terminal operated by Gateway...

8/3,K/17 (Item 3 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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52628141 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Aviation: Airports Plan \$41B of Improvements, Up From Two Years Ago
Humberto Sanchez
BOND BUYER
October 27, 2006
JOURNAL CODE: TTBB LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 783

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... also comes as airport operators have been planning projects that are designed to help reduce congestion and delay, as well as accommodate an ever-increasing number of travelers using the nation...

...that airports collect to improve their facilities.

"Funds for airport development are derived from a variety of sources including federal/state/local grants, bond proceeds, passenger facility charges, airport generated funds (landing and terminal fees, parking and concessions revenues), and tenant and third-party financing," the report said. "The combination of funding sources and their adequacy varies with type of airport and level of activity. The NPIAS includes only planned development that..."

8/3,K/18 (Item 4 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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50574657
PACER INTERNATIONAL INC
EDGAR ONLINE
August 03, 2006
JOURNAL CODE: CXEO LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 3851

...27A of the Securities Act of 1933, as amended, and General economic and business conditions; Congestion, work stoppages, equipment and capacity shortages, weather related issues and service disruptions affecting our rail...in the cost per container due primarily to increased

fuel costs from our underlying carriers, rate increases from our underlying carriers and changes in business mix. In addition, local dray costs from the port to the rail terminal increased \$0.8 million in the 2006 quarter compared to the 2005 quarter due to...

8/3,K/19 (Item 5 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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45828521 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Newly opened dock heralds better times for Antwerp
LLOYDS LIST
November 29, 2005
JOURNAL CODE: FLL LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 696

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... trade soared by 11% in teu and 14% in tonnes.
'In the first six months terminal operators were obliged to stay on about the same level as last year,' says Mr Bruyninckx. 'But the growth rate has completely changed in the third quarter and in the fourth.
'From the new year we will be...

...users.
When it comes to barge traffic many lessons have been learnt from the terrible congestion problems the port experienced in the summer of last year when the situation reached crisis...

8/3,K/20 (Item 6 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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43210281 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Airport parking rates increase
Anne Marie Kilday
KRTBN KNIGHT-RIDDER TRIBUNE BUSINESS NEWS - HOUSTON CHRONICLE - TEXAS
July 01, 2005
JOURNAL CODE: KHCN LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 577

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... lots unchangedHouston Airport System director Richard Vacar said in a news release that the new rate structure and increased availability of hourly parking will reduce traffic congestion on airport roadways.
"Current security precautions preclude standing and unattended parking near the terminal baggage claim exit areas," Vacar said. "Opening all garages to hourly parking allows meeters-and-greeters to park at the terminal of their choice."
There are no rate changes taking effect in the cities' economy lots, located at both airports. Those rates will stay...

8/3,K/21 (Item 7 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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42323870 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Q1 2005 Alexander & Baldwin Earnings Conference Call - Part 1
FAIR DISCLOSURE WIRE
April 29, 2005
JOURNAL CODE: WFDW LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 4815

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... voyage.
The yield metrics also looked fairly good. Container rates benefited from a 3.5% rate increase, a small increase in a handling charge for the terminal, and changes in the bunker fuel surcharge which you'll hear more about in a few moments...our customers cargo can be off-loaded and delivered quickly. In a way, continued port congestion in southern California, could actually help us by encouraging more shippers to give Matson cargo...

8/3,K/22 (Item 8 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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41697264 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Vancouver back on track after rationing imports from Asia
Leo Ryan
LLOYDS LIST
April 11, 2005
JOURNAL CODE: FLL LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 410

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... their cargo loads by 25% a week for four weeks in March, to help eliminate congestion .The intermodal backlog had remained at about 5,000 containers daily at Deltaport despite TSI...

...freight traffic.
Meanwhile, as part of a recently announced Balanced Growth Program, TSI will introduce changes to its terminal services tariff.
As of today, both import and export cargo handled at the terminals to'from truck...

8/3,K/23 (Item 9 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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27084868 (USE FORMAT 7 OR 9 FOR FULLTEXT)
Shippers Council urges members to heed tighter rules
Russell Barling
SOUTH CHINA MORNING POST, p2

January 18, 2003

JOURNAL CODE: FSCP LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 450

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... community that even a 10 per cent rejection rate of that volume would cause major congestion in the space-constrained terminals at Kwai Chung.

The tightening of procedures this month has...

... in all commercial contracts. When the shipment is delayed, there are likely to be extra charges, such as a 'change of vessel' and overtime storage charges for rejected shipments."

Container storage fees levied by the port's terminal operators are known to be among the highest in Asia due to the shortage of...

8/3,K/24 (Item 10 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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23104397 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Hike in sea freight to US

BUSINESS LINE

May 31, 2002

JOURNAL CODE: FBLN LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 603

(USE FORMAT 7 OR 9 FOR FULLTEXT)

...lines operating in and out of the US from May 1, and a Suez Port Congestion Surcharge of \$225 per TEU from June 1.

Exports to the US from India by...

... increase by \$150 per TEU to about \$900 per TEU (indicative). The freight includes the terminal handling charges, sources said.

Rising levels of cargo volume and vessel use have encouraged the shipping lines to add another round of higher tariff charges varying between \$200 and \$250 per TEU. The additional tariff will be effective from June 1...

8/3,K/25 (Item 11 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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04470488 (USE FORMAT 7 OR 9 FOR FULLTEXT)

Indianapolis Mayor Wants New Terminal, Other Improvements for Airport
Sean Horgan

KRTBN KNIGHT-RIDDER TRIBUNE BUSINESS NEWS (INDIANAPOLIS STAR AND NEWS)
February 26, 1999

JOURNAL CODE: KISN LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 746

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... affecting the commuting time from Downtown.

"The near-term problem at the airport is traffic congestion, not passenger congestion," Goldsmith said. "But inevitably, we're going to have to do a new terminal. We...

...necessary financing to complete it," Wells said.

Wells and Goldsmith said financing for a midfield terminal would not include any local tax dollars. Instead, they said it would come from a variety of sources, including federal grants, passenger facility charges and debt that would be repaid by airline charges.

Presently, airlines pay about \$4 per...

8/3,K/26 (Item 12 from file: 20)
DIALOG(R)File 20:Dialog Global Reporter
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00224661 (USE FORMAT 7 OR 9 FOR FULLTEXT)
India moves to end box delays: Jawaharlal Nehru Port Trust and users set up
joint review of tariffs and procedures
SHIRISH NADKARNI, India Correspondent
LLOYDS LIST, p10
September 06, 1997
JOURNAL CODE: FLL LANGUAGE: English RECORD TYPE: FULLTEXT
WORD COUNT: 424

(USE FORMAT 7 OR 9 FOR FULLTEXT)

... confederation officials.

The buffer yard started operations on August 5 as a measure to relieve congestion of export containers. However, there has been a service liability of around Rs2,500 per...

... This had also resulted in duplication of procedures and poor working conditions which, if not changed, would adversely affect trade.

The new tariff structure means that factory-stuffed containers brought through Jawaharlal Nehru port will now incur an additional cost besides the terminal handling charges paid by exporters.

An additional Rs1,500 per teu, plus warehousing charges from the third day of arrival of the containers at the buffer yard, can be...

...000.

'With lack of space for the balance of 6,500 containers, the trade expects congestion to prevail in the buffer yard, defeating the very purpose of setting it up,' agents...